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to others, and from 1881 to the end of his life, in 1898, lived quietly in his home near Boston.

Mr. Pearson has written sympathetically and vividly, and has given an adequate biography of an important character. The book is one of the valuable and interesting sort that tells not merely what has been done in the world of industry, but how it has been done, and makes clear the importance of the human factor in our economic development.

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Cours d'Economie Politique, Volume VI. Les Travaux Publics et les Transports. By C. COLSON. Second edition, revised. (Paris: Félix Alcan. 1910. Pp. 528. 6 fr.)

A volume from Colson, the inspector general of bridges and ways and a *directeur* of the French railways, is worthy of most careful consideration. He has been a most diligent and able student of transportation, especially that of the railways. His large volume, entitled *Transports et Tarifs* (3d ed., 1908) has no superior, if indeed an equal. The sixth volume of his great work *Cours d'Economie*, that on public works and transportation, covers largely the same field, not so exhaustively at some points, but more completely in its consideration of competition and combination, the roles of the state and private enterprise, and the association of the state and the companies in transportation tasks. Colson gives the comparative situations and facts, reviewed historically, of the various phases of transportation and communication; and suggests, by means of statistics, graphics, or mathematics, the present and probable results of the application of certain policies and principles.

The value of service is comprehensively analyzed and its ability to serve as a basis of rate making considered; and so is the cost of service. The distance rate or that according to *borêmes* or zones receives a practical and sufficiently comprehensive treatment. The vital aspects and problems of transportation by means of the roads and streets, the interior waterways, the ports and maritime canals, and the railways, and of communication by post, telegraph or telephone, all receive sympathetic yet accurate and practical treatment. The relative position of competition in transportation—between the railways, and between the railways and other carriers, interior or coastwise—is comprehensively shown. His treatment

of the roles which the state and private enterprise play and should play is admirably done. His analysis of the advantages and disadvantages of the different régimes of operation, at work in a number of countries, brings to one information and suggestion. In the United States, as well as in Great Britain, the supervision or control has been through a governmental process which is more distinctly judicial than administrative. The supervision in Great Britain was, according to the act of 1854, left in the hands of the Court of Common Pleas. The change, by the act of 1873, to a commission did not in reality make the commission an administrative body; and the Railway and Canal Commission as created by the act of 1888 was more specifically given the powers and dignity of a judicial body. The Interstate Commerce Commission has from its beginning been in large part a court, not an administrative body in its truest sense. It has been after the general idea of the British commission. The supervision of private operation in France has, on the other hand, been distinctly that of the administrative type. Through the ministry of public works the administrative law and machinery have in France, as in Germany and other continental countries, been fully formulated. A point worthy of most consideration is that the judicial supervision allows great elasticity—a thing which transportation fundamentally needs; administrative supervision has been much more inelastic and nonadjustable to traffic and industrial conditions.

In a chapter which is essentially from the point of view of France, Colson considers the state's financial association with the companies. The reasons which made this association in France most vitally close and the results which have come from it are given with clearness.

CHARLES LEE RAPER.

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Geschichte der deutschen Eisenbahnpolitik. By EDWIN KECH.
(Leipzig: G. J. Göschen'sche Verlagshandlung. 1911. Pp.
143. 0.80 m.)

The object in publishing the group of little books embraced in the *Sammlung Göschen* is stated to be a clear, intelligible, and comprehensive discussion of scientific and technical questions. Certainly the tiny *Geschichte* is an achievement in this direction. It concisely sets forth an excellent account of the development of rail-